

E7A  
EMI CRITICAL ITEMS LIST

12/26/91 SUPERSEDES 11/02/90

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NAME	FAILURE	ANALYST:
P/N	MODE &	
QTY	CAUSE	
PRESSURE GAGE STEM 215G	3/100 213GFH01: Erroneous output, drifts low (less than 600 psig)	END ITEM: False indication of low SOP Interstage pressure.
SV709042-3 (1)		GAGE INTERFACE: False indication of low SOP first stage output pressure.
	CAUSE: Loosage of the bourdon tube. Blinding of the display mechanism, pointer attachment to bourdon tube separates.	HOLDDOWN: None for single or double failure (faulted open first stage regulator).
		CHEM/VEHICLE: None for single or second failure (faulted open first stage regulator) possible loss of crewmans due to bolt rupture if third failure occurs (SOP second stage fails open).
		CEI PPA Test: The item is externally leak tested with a 2% He and 98% N2 gas mixture at a pressure of 2800-2200 psig in a chamber vacuum. Leakage must not exceed $5.55 \times 10^{-5}$ sec/sec He $(5.55 \times 10^{-5}$ sec/sec He min represents total end item (SOP) leakage). The accuracy of the item is checked by pressurizing it to 200 and 4000 psig with tolerances of $\pm 300/\pm 200$ and $\pm 400$ psig respectively.
		CERTIFICATION TESTS - During S/BP the SV709045 SOP completed 3000 on/off cycles and 100 proof cycles which is four times the 15 year expected use cycles. During the flow testing phase, the SOP completed 325 total hours of regulation at 5 ppm or 0.16 pph. The SOP assembly also completed the 15 year random vibration, sinusoidal vibration, design shock and bench shock testing.
		During B/RD2 the SV767710 SOP completed 112 blowdown cycles

CIL  
EMU CRITICAL ITEMS LIST

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NAME	FAILURE	ANALYST:
P/M	MODE &	
DTY	CAUSES	
CBIT	FAILURE EFFECT	RATIONALE FOR ACCEPTANCE
3/198	213GFM01:	which is 3 times the cycle certification requirement of 35 to satisfy the 8V99043 certification requirements.

C. Inspection -  
There is 100% inspection, including proof pressure and leakage test of all the elements exposed to the high pressure medium during vendor acceptance testing.  
Particulates are minimized by cleaning these elements exposed to the oxygen to NS3450 grade.

D. Failure History -  
None.

E. Ground Turnaround -  
Tested for gauge calibration per FENU-4-001, BOP servicing for flight.

F. Operational Use -  
Crew Response -  
PRE-EVA: No response, this failure is not detectable.  
Training - standard EMU training covers this failure mode.  
Operational Considerations -  
Flight rules define EMU as lost for loss of operational BOP.